Australian Standard®

Manual of uniform traffic control devices

Part 13: Local area traffic management
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Australian Road Research Board
Austroads
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Department of Roads and Transport, Tasmania
Department of Road Transport, South Australia
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This Standard was issued in draft form for comment as DR 89223.
PREFACE

This Standard was prepared by the Standards Australia Committee on Road Signs and Traffic Signals. It is one in a series of thirteen Standards which supersede AS 1742.1, Manual of uniform traffic control devices, Part 1—1975, Description and use of elemental traffic control devices and AS 1742.2, Manual of uniform traffic control devices, Part 2—1978, Application of traffic control devices to traffic situations. The complete series comprises the following Standards:

- AS 1742 Manual of uniform traffic control devices
- Part 1: General introduction and index of signs
- Part 2: Traffic control devices for general use
- Part 3: Traffic control devices for works on roads
- Part 4: Speed controls
- Part 5: Street name and community facility name signs
- Part 6: Service and tourist signs for motorists
- Part 7: Railway crossings
- Part 8: Freeways
- Part 9: Bicycle facilities
- Part 10: Pedestrian control and protection
- Part 11: Parking controls
- Part 12: Bus, transit and truck lanes
- Part 13: Local area traffic management

The purpose of this Standard is to specify appropriate signs, delineation and pavement markings to be used in association with local area traffic management (LATM) devices to achieve uniformity of practice in LATM schemes.

The Standard includes some design details for road humps, and provides limited guidance for the use of devices generally, and in the planning and implementation of LATM schemes. The sight distance requirements for the installation of STOP signs, given at Appendix E, are those which have been adapted by Vicroads from U.K. Department of Transport* figures.

References to Standards for night-time illumination of LATM devices have been omitted from this Standard. AS 1158, SAA Public Lighting Code, is at present being revised, and it is expected that detailed requirements for the lighting of LATM devices will be included in the next edition.

Statements expressed in mandatory terms in notes to figures are deemed to be requirements of this Standard.

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FOREWORD

There is an increasing awareness among the general public, and among traffic engineers and planners, of the need to improve the 'quality of life' on residential streets by creating an environment which discourages unnecessary motorized traffic and inappropriate speeds.

The main traffic objectives of local area traffic management (LATM) are to attain acceptable levels of speed, volume and composition of traffic within the local area and thereby to reduce road accidents and improve the general amenity of the area. These objectives are achieved by modifying the street environment through the installation of various control devices in a traffic management scheme.

Local area traffic management (LATM) devices are generally intended to correct deficiencies in older designs. Their need in new subdivisions can be avoided to a large extent by use of design standards which are based on modern planning principles.

Local area traffic management (LATM) is still evolving. Many of the devices used are new and their effects on traffic safety and residential amenity are still being evaluated.

When an LATM scheme is proposed, a thorough study (including public participation) of the road network and the traffic characteristics within and adjacent to the area concerned, is required to clearly identify deficiencies and to ensure that the traffic volumes are not merely transferred from one residential street or area to another, or to an already saturated arterial road. An adequate and appropriate network of arterial roads is a prerequisite for effective local area traffic management. Upgrading of arterial roads can encourage their use by motorists and may reduce, or even completely eliminate, the need for LATM treatments on the adjacent local streets. The needs of emergency vehicles also require consideration at the planning stage as do those of buses where a bus route is to run through the LATM area.

In area-wide LATM treatments, two types of devices are used—perimeter and internal. The intention of perimeter treatments is to indicate to road users that they are entering a different traffic environment and to induce a reduction in vehicle speed. Internal devices are then intended to maintain reduced vehicle speeds. Signing requirements for perimeter and internal devices are specified in Section 3.

The complete signing and marking schemes illustrated in Section 3 for various LATM devices are generally appropriate where the devices are installed in isolation or during staged implementation of an area-wide LATM scheme. As indicated in Section 3, both in the text and on the drawings, many such signs and markings can be omitted when the device is part of a fully implemented area-wide scheme, thus conserving the visual amenity of the area.

Design principles and details of devices which have been tested are highlighted in appendices to this Standard to alert designers to aspects which may require special attention.

Special attention has been given to the development of suitable markings for road humps. The marking shown in Clause 4.3.6 has been developed as a result of supplementary testing of several alternatives by the Australian Road Research Board as reported in Cairney*.

1.1 SCOPE This Standard describes the following commonly used types of local area traffic management (LATM) device:
(a) Perimeter treatments.
(b) Road humps.
(c) Roundabouts.
(d) Driveway links.
(e) Slow points (one lane and two lane).
(f) Modified T intersections.
(g) Shared zones.
(h) Road closures.
It also specifies appropriate signs, delineation and pavement markings to be used in association with each device to achieve uniformity of practice in LATM schemes. Guidance is given in appendices on the illumination and reflectorization of signs; on the installation and location of signs; on the planning and development of LATM schemes; on road hump profiles and placement; and on the use of STOP and GIVE WAY signs.
This Standard is applicable to non-arterial roads in urban areas.

NOTES:
1 Detailed specifications for the design and manufacture of the signs are given in AS 1743.
2 This Standard is intended for use in conjunction with the various State, Commonwealth and Local Government regulations relating to LATM. Some regulatory devices described in this Standard may also be subject to specific control by those regulations.

1.2 REFERENCED DOCUMENTS The following documents are referred to in this Standard:
AS 1428 Design for access and mobility
1428.1 Part 1: General requirements for access—Buildings
1742 Manual of uniform traffic control devices
1742.2 Part 2: Traffic control devices for general use
1742.5 Part 5: Street name and community facility name signs
1742.9 Part 9: Bicycle facilities
1742.12 Part 12: Bus, transit and truck lanes
1743 Road signs
1906 Retroreflective materials and devices for road traffic control purposes
1906.1 Part 1: Retroreflective materials
Austroads
Guide to traffic engineering practice
Part 6: Roundabouts
Part 10: Guide to local area traffic management

1.3 DEFINITIONS For the purpose of this Standard the following definitions apply:
1.3.1 Local area—an urban area containing only local and collector roads which is bounded by arterial and sub-arterial roads or features such as rivers, railway lines, or the limit of urban development.
1.3.2 Local area traffic management (LATM)—the analysis of traffic characteristics and the implementation of vehicle control measures within local areas.
1.3.3 Road classifications
1.3.3.1 Arterial road—a road that predominantly carries through traffic from one region to another.